



## Memorandum

Date: January 10, 2019

To: Marine Access Committee

From: *AC* Aaron Claiborne, Operations Project Manager  
Tami Allen, Harbormaster  
Ellen Schroer, Deputy City Manager

Subject: Dave Ullin Open Water Marina Project Comments and Options

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City staff reviewed the public comments from the Dave Ullin Open Water Marina (DUOWM) public meeting on December 10th. Staff received over 30 comments, which are attached to this memo for your review.

In addition, staff has summarized information for seven potential options based on input from the community and the project consultant. The tables on the following pages portray these options in relationship to the lease agreement, cost, permitting, and timing. In order to maintain the current project timeline, staff requests that the Marine Access Committee (MAC) be prepared to make a recommendation for City Council after the February 11<sup>th</sup> MAC meeting. Then, Council can provide direction on a project option to staff before mid-March. If MAC chooses not to make a recommendation by mid-February, staff will present the seven options to Council for their review with a staff recommendation to pursue Option 1.

Additional points of information for all options under consideration include:

- Fore/aft moorage arrangements may create additional staff management as boats must swing from one buoy during wind conditions and restoring to double-point moorage is performed by tenants at timing not always under control of the City.
- The primary purpose of the DUOWM is to serve as a residential community. A potential lane through the DUOWM is not a lease criterion, but safe passage between boats and through the lease area is a requirement.
- Construction must be completed between August 1 and February 15 due to requirements related to the marine environment.
- Permits for this project must be obtained from federal, state, and local jurisdictions.
- Department of Natural Resources (DNR) shall review final layout and decide whether to provide work approval.

Thank you for your participation in the public process related to this project.





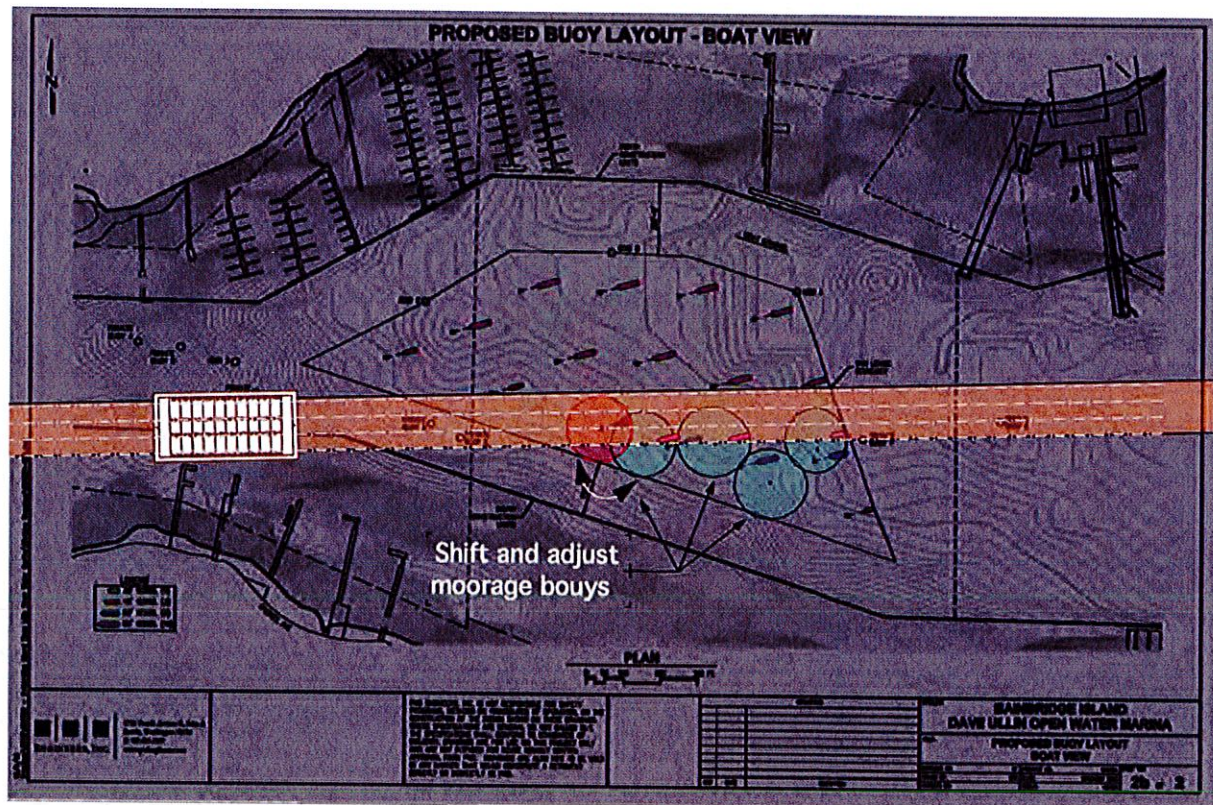






Options	Buoys	Estimated Construction Cost	Permitting	Install Timing
<b>Option 3- Smaller boat sizes-16 boats on single point swing</b>	16	\$70,000 (does not include design costs)	Consistent with current permit approvals	September-December 2019
<ul style="list-style-type: none"> <li>Meets DNR lease agreement with the City. Similar to option 1 but allows for more open space due to smaller boats and associated swing circles.</li> <li>May allow for open space or a potential lane through the DUOWM with smaller swing circles.</li> <li>Limits operational flexibility in accommodating larger boat sizes.</li> </ul>				

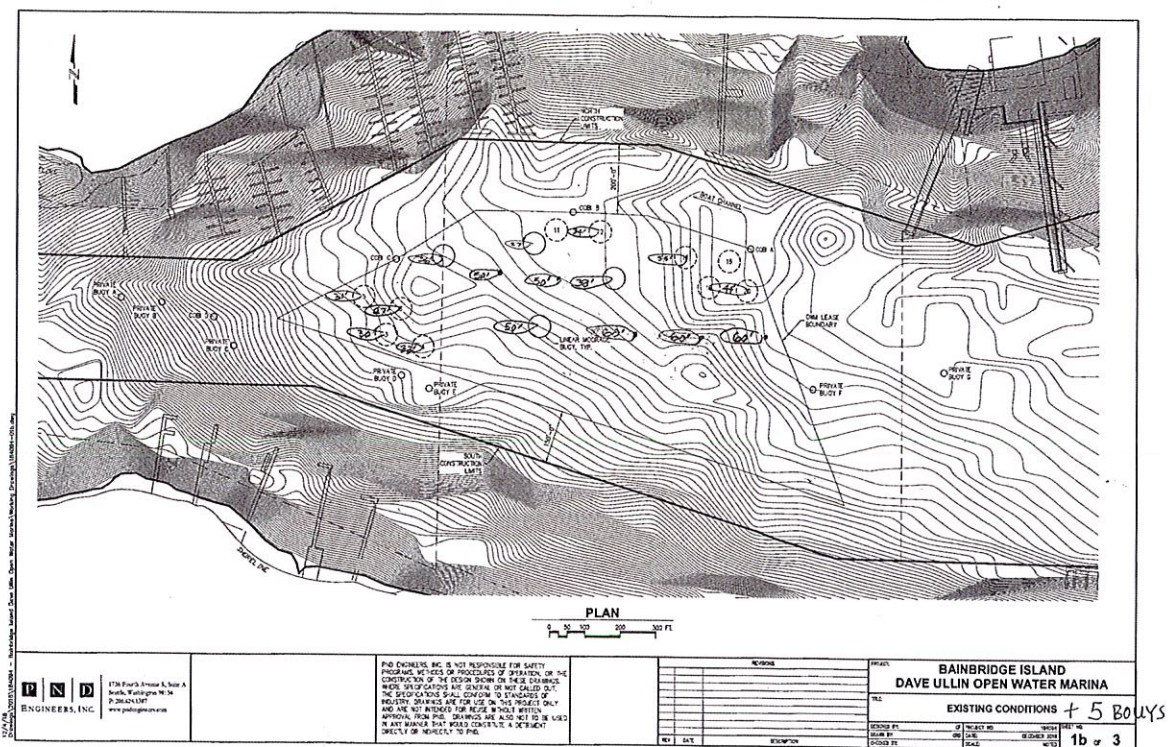
Layout was submitted by Andy Rovelstad. A professional engineer would need to review prior to submittal to DNR.





Options	Buoys	Estimated Construction Cost	Permitting	Install Timing
<b>Option 4- Use existing layout with some added buoys. 12 to 16 boats using both single point swing and fore/aft</b>	18	\$25,000 (does not include design costs)	Requires permit revision estimated at 4-8 months from submittal.	September 2019-September 2020
<ul style="list-style-type: none"> <li>2-Point moorage is not currently portrayed in the DNR lease agreement with the City, but staff believes that lease amendment may be possible for 2-point moorage.</li> <li>All boats would need to swing at single point during wind conditions.</li> <li>May allow existing South open space and lane through the DUOWM.</li> <li>Lower estimated installation costs and ongoing maintenance costs.</li> <li>May not maximize number of boats to reach 16 residential boats within the DUOWM.</li> </ul>				

Layout developed by COBI staff. A professional engineer would need to review prior to submittal to DNR.



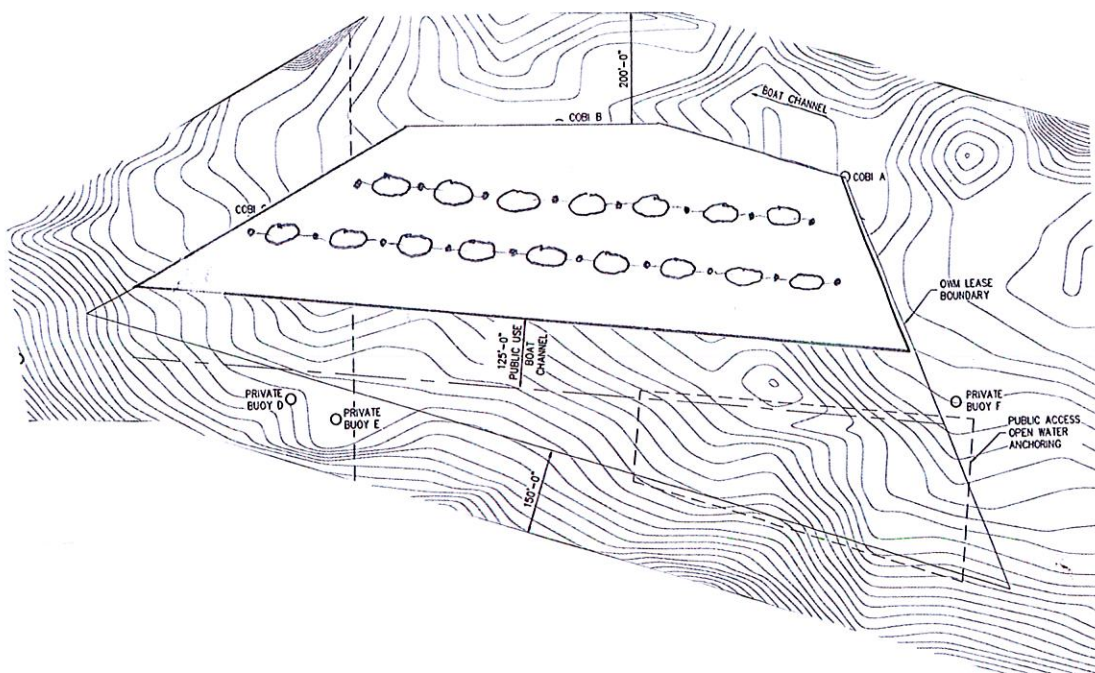
Options	Buoys	Estimated Construction Cost	Permitting	Install Timing
<b>Option 5- Hybrid using both single point swing and fore/aft.</b>	20	\$80,000 (does not include design costs)	Requires permit revision estimated at 4-8 months from submittal.	September 2019- September 2020
<ul style="list-style-type: none"> <li>• 2-Point moorage is not currently portrayed in the DNR lease agreement with the City, but staff believes that lease amendment may be possible for 2-point moorage.</li> <li>• May allow for open space or a potential lane through the DUOWM with smaller swing circles.</li> <li>• All boats would need to swing at single point during wind conditions.</li> </ul>				

Various layouts are possible with a combination of boats on single point swing and fore/aft. The cost estimate assumes 4 boats fore/aft and 12 boats single point swing. A professional engineer would need to provide the layout options.



Options	Buoys	Estimated Construction Cost	Permitting	Install Timing
<b>Option 6- Two boats sharing one buoy tied fore/aft with a total of 16 boats.</b>	18	\$77,500 (does not include design costs)	Requires permit revision estimated at 4-8 months from submittal.	September 2019- September 2020.
<ul style="list-style-type: none"> <li>• 2-Point moorage is not currently portrayed in the DNR lease agreement with the City, but staff believes that lease amendment may be possible for 2-point moorage.</li> <li>• May allow for open space or a potential lane through the DUOWM.</li> <li>• Depending on number of boats with shared buoys, may create barriers to travel within the DUOWM.</li> <li>• All boats would need to swing at single point during wind conditions.</li> </ul>				

Layout was provided by COBI staff. A professional engineer would need to review prior to submittal to DNR.



Options	Buoys	Estimated Construction Cost	Permitting	Install Timing
<b>Option 7- Overlapping swing circles with 16 boats.</b>	16	\$70,000 (does not include design costs)	Requires permit revision estimated at 4-8 months from submittal.	September 2019- September 2020
<ul style="list-style-type: none"> <li>The City must demonstrate to DNR that overlapping swing circles meets the terms of the lease agreement with the City. The decision whether to allow overlapping swing circles would be made by DNR.</li> <li>May allow for open space or a potential lane through DUOWM with overlapping swing circles.</li> <li>May create barriers to travel within the DUOWM.</li> <li>Install timing assumes DNR will accept overlapping swing circles.</li> </ul>				

Preliminary layout provided by the project consultant. The layout was dropped as COBI staff could not prove it met the terms of the lease agreement with DNR.

